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The Toronto World

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DOES GRAND TRUNK PACIFIC INTEND NOT TO TAKE OVER TRANSCONTINENTAL EASTERN SECTION WHEN COMPLETED?

Things Point That Way and Hints Already Have Been Made That It Is Possible for the Grand Trunk to Avoid the Agreement Supposed to Have Been Made for the Lease of the Completed Road—Is the Laurier All-Canadian Transcontinental Route Falling to Pieces?

OTTAWA, Nov. 8.—(Special.)—Does the Grand Trunk Pacific intend not to take over the National Transcontinental Railway in its entire length from Winnipeg to Montreal—and is it likely to be finished early in the coming year? Things point that way, and The Toronto Globe has already hinted that it is possible for the Grand Trunk to avoid the agreement that is supposed to have been made for the lease of the completed road.

In the meantime any service that has been given has been given by the contractors, in some cases where the road was completed at other points, by means of construction trains. Large sections of the road are now finished, but there is no sign of any service from the Grand Trunk. The government apparently asked the Grand Trunk what they intended doing, and evidently they have refused behind the contention that the road is not yet completed; when it is they will make an answer. The people, however, along the new road are anxious to have trains, and Hon. Frank Cochrane, minister of railways, and Major Leonard, the National Transcontinental Commissioner, are both framing up some kind of service along its extensive length in three different provinces.

Wish to Be Rid of It.
It is said by those who ought to know, that the Grand Trunk people wish to be rid of the transcontinental, that they are now at Winnipeg, and that they will soon be in Vancouver and Prince Rupert, and that a line from the Pacific to Winnipeg is all they want, inasmuch as they have traffic arrangements with Jim Hill's roads that will take them from Regina and Winnipeg to Eastern Canada by way of St. Paul and Chicago, and at Chicago they connect up with their own system, which runs to the St. Law-

rence ports in summer and to Portland, Boston and Providence in winter.

In other words, the Grand Trunk never intended to take over the National Transcontinental Railway and will not do so when it is finished.

If that is the case, the Transcontinental will, when completed, be on the hands of the Dominion Government for two reasons: First, that the Grand Trunk are not compelled, so they say, to take it and for the other reason that they do not want it.

The proposition was split in two sections at its inception apparently for the express reason of dropping the heavy end.

Interesting Developments.
If this statement of the Grand Trunk is true, then they do not have to take the railway, then it will be evident that the Grand Trunk lawyers put one over on the lawyers of the Laurier government when the Transcontinental agreement was signed. Interesting developments are expected.

One of the things never contemplated was the possibility of a change in government before the railway was completed. It would have been an easy thing for friends like the Laurier Government and the Grand Trunk Pacific to have framed up a temporary deal for the running of the finished sections of the transcontinental, and for the two parties to work out something agreeable to both without much difficulty and without involving any great commitment. Later on they could have stepped down the terms. Now things are changed and the government find themselves with the road nearly completed on their hands, and the Grand Trunk sitting tight, and themselves responsible to the people who expect a service. All they can do with the Grand Trunk is to ask the question: "What are your intentions?"

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Prince Arthur Coming

LONDON, Nov. 8.—(C.A.P.)—The News says "The New Year's honours list promises to be a lengthy one and will contain the names of a large number of military officers, both here and in the dominions. It will be headed by Prince Arthur of Connaught, whose promotion to the royal dukedom has been strangely delayed. Prince Arthur has decided to winter in Canada and hopes to sail early in December."

LAUGHED WHEN COLLISION CAME

Capt. Hutcheson and Others Who Were in Troop Train on Thanksgiving Day Thought One of Air Tanks Had Blown Out or Trains Had Bumped Slightly.

That the heavy C. P. R. Detroit Flyer was in motion when struck by the second troop special at Streetsville Junction on Thanksgiving night was disclosed at the inquest into the death of Private John Baughn at the morgue last night, when Captain Hutcheson, 175 Crawford street, who, with four other soldiers, was seated in the forward coach of the first troop special which had pulled into the siding at the junction to allow the flyer to pass, told his story. He declared that he first saw the headlight of the second special and then saw the flyer, which had been taking water and was standing on the main line, pull up toward the headlight of the oncoming second special. Which then appeared to be standing. He then saw the collision, but despite the fact that he and his companions saw the passengers in the heavy flyer staggering about in their cars, the impact appeared so light that he did not know that there had been a serious accident until he arrived in Toronto.

Only a Blow Out.
Immediately after the collision, his train pulled out onto the main line, past the rear of the flyer, which had pulled up to let the first special on to the main line, and as two of his own train crew who jumped aboard as the train passed.

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FIND THAT G.T.R. WAS NEGLIGENT

Peter Miller Was Killed Because Ropes and Scaffold Were Not Properly Supervised.

"We find that Peter Miller came to his death as the result of negligence on the part of the Grand Trunk Railway Company owing to the fact that the erection of the scaffold and the tying of the ropes were not properly supervised by a competent man fully acquainted with the erection and tying of scaffold ropes. We also think that the span was too great for the supports that were to hold the same."

The foregoing verdict was returned by Coroner Gilmore's jury last night. Peter Miller, aged 24, who lived at 262 Perth avenue, died in Grace Hospital on Nov. 6 from injuries received in an accident when he fell 20 feet from a scaffold under the G.T.R. bridge on Dowling avenue. Wm. Aikens of Swansea and Charles Zanti, 311 Elizabeth street, were also injured when the scaffold collapsed. Miller was a young Scotchman, and was unmarried.

Alice Lloyd Closes Engagement To-night.

With the matinee this afternoon and tonight's performance at the Princess, Alice Lloyd, the dainty little English comedienne, and her clever company Dimples of New York, left for the "Little Miss Fix-It." The route for this musical play takes it out to the Pacific coast and return.

PLANNING FOR FUTURE IN NORTH

Wide Streets and Model Parks System is Proposed in North Toronto, with Diagonal Roads and Better Transportation Facilities—Suggestion of Street Close to Yonge

The new civic scheme for the re-planning of Toronto on lines conformable with the requirements of a modern city assumed positive shape yesterday, at a conference between Mayor Hocken and members of the board of control, and Mayor Brown and council of North Toronto at the North Toronto Town Hall.

The laying out of proper business streets, the cutting up of existing blocks, the widening of Yonge street, and the acquisition of extensive park areas were discussed, as well as transportation.

Councillor Reid has been busy exerting the authority given him by the Toronto Board of Control, and has already obtained buying options on different areas which will facilitate the widening of Yonge street and the cutting thru of the proposed roads.

Widen Yonge Street.

There was much discussion as to the ultimate use of Yonge, but no definite action was taken. It was collectively understood that Yonge street would be 80 feet wide at some future date, but even this is not wide enough to satisfy a good many residents. They think that the minimum width of a roadway possessing the importance that Yonge street has should be 100 feet.

As to the paving of Yonge street, it was suggested that land at a width of 20 feet west of the existing track should be expropriated immediately, and subsequently asphalted, which would

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HOP TO RELEASE STEAMER TODAY

Royal George is Apparently Caught Amidships—All Passengers Have Been Safely Removed.

QUEBEC, Nov. 8.—(Can. Press.)—The Royal George changed her position thru the force of the wind, from west, northwest to north, which shows that the vessel is caught amidships, and is swinging on a kind of pivot. The made a good deal of water today, No. 2 hold being full and No. 1 hold and stokehold leaking. Pumps were being placed in No. 2 hold today, and tomorrow will start work. At 6 p. m., when it is pumped out, an attempt will be made to pull the steamer off. A startling report was circulated to-night that the Royal George's bottom had suffered more damage, and that George Davis, who had come ashore, had been called back aboard, but the report was not confirmed.

All Passengers Safe.

All the passengers from the Royal George are now safe in port. The ferry Pilot and the C. P. R. tug Cruiser brought up about 300 each, including several of the ship's stewards and part of the baggage. The balance of the baggage will come up this afternoon.

No hardships were endured by passengers, and there was no difficulty transferring them from the ship to the tenders.

DINEEN'S IS BIG ATTRACTION.

In all the day's attractions the Dineen big hat showrooms should have some particular lure for the man who desires to get the latest designs in a fall or winter hat at the right price. The Dineen Company is sole Canadian agent for Henry Heath of London and Dunlop of New York. Stuff felt hats from \$2 to \$5; soft felt hats, \$1.50 to \$5. Dineen's store, 140 Yonge street, open until 10 o'clock Saturday night.

JOINT STATION FOR RAILWAYS IN HAMILTON

Northern Will Spend Two Million Dollars or More on Building to Be Erected at the Corner of James and Murray Streets.

A new phase has developed in connection with the new passenger station to be erected at Hamilton by the Grand Trunk Railway. The World learned yesterday that a proposition is now under way for a station at Hamilton to be erected jointly by the G. T. R. and his Canadian Northern Railway.

Engineers have been at work on the matter and the question of the proposed Hamilton Union Station now awaits an agreement between the two railways on the scheme. Should the be brought about, work on the joint station will be started on next spring.

The new station to be erected will be at the northwest corner of James and Murray streets, at which point the Canadian Northern tracks will cross James street. The C. N. R. is to cross Hamilton by means of a viaduct and thus avoid the danger of level crossings at the street intersections. This railway is to run parallel with the Grand Trunk and several hundred yards from it. The chief difficulty which the engineers erecting the new union station will have to overcome will be in the fact that where the G. T. R. tracks cross James street they are sunk at some distance below the level of the street.

Have Two Levels.

Engineers working on the matter have put forth the station plan, which will get over this difficulty in the following manner: This is to have passengers obtain entrance to the Canadian Northern tracks from an upper floor of the new station and gain access to a subway built under the G. T. R. tracks and by means of stairways similar to those now in use at the present Toronto Union Station.

As far as the general design of the new Hamilton Union Station, aside from arrangements made necessary by the difference in the level of the tracks of the two companies, is concerned, the station is planned to be along similar lines to the joint station to be erected at North Toronto next spring by the Canadian Northern and the Canadian Pacific. This is to cost two and a half million dollars and it is proposed to build a union station at Hamilton which will be the North Toronto station's equal both in the matter of cost and efficiency.

NEW RAILROAD FROM QUEBEC TO WINNIPEG

Application for Incorporation of "All-Red" Line From Eastern Quebec to Winnipeg is Being Made at Ottawa Thru a Toronto Legal Firm.

OTTAWA, Nov. 8.—(Special.)—Notice is given in The Canada Gazette that an application will be made to parliament of Canada at its next session for an act to incorporate a railway company under the name of "All-Red Line Railway Company," with power to construct, lay out and operate a line of railway from a point in the Province of Quebec, thence in a westerly direction by the most feasible route thru the Provinces of Quebec, Ontario and Manitoba to the City of Winnipeg, with branch lines from (1) the City of Quebec, in a northerly direction to a point on the proposed main line; (2) from the City of Montreal to a point on the proposed main line; (3) from the City of Ottawa in a northerly direction to a point on the proposed main line; (4) from Fort William or Port Arthur to connect with the proposed main line.

Notice of the application is made by the Bicknell-Bain firm of Toronto.

WILL MARCH IN TRIUMPH INTO CAPITAL OF TURKEY ALLIES ARE NOT DIVIDED

Bulgars, Greeks and Servians Expect to Join Forces in Making Grand Entry—Allies Have Agreed in General Way Upon Settlement of Territorial Question It is Claimed.

SOFIA, Nov. 8.—(Can. Press.)—News of the retreat of the Turkish army on Constantinople is expected hourly.

The feeling in the Bulgarian headquarters favors the Bulgarian army marching into Constantinople accompanied by the Servian forces operating in Thrace and a Greek force, which will land in the Gulf of Xeros, near the Dardanelles.

The Servian and Greek crown princes probably will be present and the cross will be carried in triumph into the mosque of St. Sofia.

Premier Guchkov in a newspaper interview says the allies have agreed territorial questions, but their policy, the liberation of Macedonia, has not been decided in all its details. Common action between the states, he declares, will not cease with the war, and Europe may count upon seeing a most cordial union between the states. The premier says he anticipates no unfriendly action from Roumania. He insists that the allies will submit to no coercion from the powers but on the contrary would rather fight to the bitter end.

Questioned with reference to the future status of Constantinople and Salonika, M. Guchkov replied that it was impossible to answer until the war had ended. He added that the question of referring territorial and other matters to a European conference must be decided later.

In conclusion, he said that the Balkan states were resolved to follow an equally friendly policy towards both Austria and Russia.

OCCUPATION OF SALONIKI.

LONDON, Nov. 8.—(Can. Press.)—An uncensored despatch received by The Daily Chronicle from Constantinople says: "Friday: Salonika has been occupied by the Greek troops. Their approach was attended by awful scenes. Before the Greeks entered the town the elements of disorder broke loose and a terrible massacre of the non-Muslim population took place. Shooting and looting were general. When the Greeks took possession they imprisoned all the Turkish officials. The Turks in captivity in Salonika number 27,000."

Canada's Debt Is Reduced To Extent Of Four Millions

Nominally Gross Indebtedness Shows Increase in Past Year, But Gain in Assets More Than Offsets This—Revenue Shows Advance of \$20,000,000.

OTTAWA, Nov. 8.—(Special.)—The total gross debt of the Dominion at the present time is \$468,447,995.13, according to returns furnished the department of finance up till Oct. 31. On Oct. 31, 1911, the debt stood at \$478,099,590.32. Assets, however, including sinking funds, province accounts, miscellaneous and banking accounts represented up till Oct. 31 a total of \$179,961,407.06, as against \$159,905,366.72, which shows that during the past year the national debt has been reduced to the extent of \$4,022,088.29.

Last year the assets were slightly greater and the decrease of the total debt amounted to \$5,344,944.98.

WAR IN BALKANS OTTOMAN ARMY IS WARNING TO BRITAIN

Bonar Law Declares Triumph of Efficiency in Arms is a Lesson to England, Which Cannot Pretend to Cope With Great European Powers in This Regard.

LONDON, Nov. 8.—(C.A.P.)—The hopes of Conservative Unionists that Bonar Law would somewhat amend his tariff program in his speech at Liverpool in the heart of free trade Lancashire have been severely shattered. A pronouncement was also looked for supporting the policy of conscription as recently voiced by "Bobs."

In point of fact, he said nothing particularly new except promising that the next Unionist government would introduce redistribution bill giving Ireland its proper proportion of members in the imperial parliament. The leader of the opposition referred at length to the Balkan situation and declared: "The lesson for England of the rapid and unexpected display of military force and efficiency on the part of the Balkan states is, in my opinion, one of the most memorable events in history and until peace is secured the atmosphere is charged with electricity. No man can foretell when or where the thunderbolt might fall."

A Serious Lesson.

"I am not by nature an alarmist. I believe that all great powers of Europe desire peace, but this war has brought to the front again questions which affect vitally the national interests and aspirations, not of the day, but cherished for centuries, of some of the great powers, such a condition of things is dangerous."

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The First Grand Prize in The World's Proverb Contest is \$2250 Touring Car--See Page 2